

# Hongkong Daily Press.

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No 13,263 號叁十陸百貳千叁萬壹第 日捌拾月捌年六十二緒光 HONGKONG, TUESDAY, SEPTEMBER 11TH, 1900. 式拜禮 號壹十月玖年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

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Is the Finest Tonic and Restorative in the World.

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Unsolicited Testimonials have been received from Medical Men.

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WINE SHIPPERS SINCE 1815.

Who have consigned their Brands to Hongkong for over half a century.

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SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S Selection.

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The World-renowned. Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO. and are obtainable in Hongkong.

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Blend of Selected Distillations of the Finest Scotch Whiskies

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7.30 a.m. to 8.30 a.m. Every quarter of an hour

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3.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 8.00 p.m. Every ten minutes

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Extra Night cars at 11.30 and 11.45 p.m.

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SPECIAL CARS by arrangement at the Company's Office, 35 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SONS, General Managers.

Hongkong, 1st May 1899.

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THE pleasure of cycling consists in having a first class machine, and the above Establishment is always leading in this respect.

We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description.

Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO.

43 & 43A, QUEEN'S ROAD EAST, HONGKONG. 3rd November, 1899.

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PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net at Factory.

\$3.90 per Cask of 250 lbs.

SHEWAN TOMES & CO. General Managers.

Hongkong, 2nd July, 1900.

RUINART PERE & FILS, REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May 1895.

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WATKINS' FRUIT SYRUP WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND REFRESHING BEVERAGE.

RASPBERRY. BANANA. BLACKBERRY. STRAWBERRY. LEMON. LEMON SQUASH. PEACH. ORANGE. PINEAPPLE. CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

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BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL MERCHANTS Hongkong and Port Arthur. CONTRACTORS for the GERMAN and RUSSIAN NAVY in Hongkong, RUSSIAN NAVY, CHINESE, EASTERN RAILWAY CO. RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

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CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

COTTAM & CO.,

HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE), AND

WHITE CANVAS BOOTS AND SHOES, &c., &c.

LANE, CRAWFORD & CO.

FOLDING CANVAS CAMP BEDSTEADS.

OPEN MEASURES 6 feet 2 inches by 2 feet 3 inches.

CLOSED 3 feet 1 inch by 6 inches by 5 inches.

THE MOST PORTABLE CAMP BEDSTEAD EVER MADE.

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LANE, CRAWFORD & CO.

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EASTMAN KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'S INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

O. P. & Co.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAE" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: ICE HOUSE STREET (New Victoria Hotel)

## ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.

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THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

LIGHT TABLE WINES.

MEDOC 1 DOZ. 2 DOZ. QUARTS. PINTS.

CALIFORNIA CLARET 4.50 5.00

CALIFORNIA ZINFARDEL 5.00 5.50

ST. JULIEN 6.50 7.50

CALIFORNIA HOCK 6.00 7.00

CALIFORNIA RIESLING 6.00 7.00

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS.

12, QUEEN'S ROAD.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION on MON. DAY, 17th September, at 5.15 p.m.

P. A. COX, for Hon. Secretary.

Hongkong, 5th September, 1900.

WANTED.—By a Young Man, BOARD and RESIDENCE in Hongkong with an European family.

Address with lowest terms to—

Care of Daily Press Office, Hongkong, 4th September, 1900.

SITUATION WANTED.

CLERK (English), aged 27, desires SITUATION in OFFICE; moderate Salary; 10 years' previous experience.

Address—

J. STOCKTON, Care of Daily Press Office, Hongkong, 10th September, 1900.

NOTICE TO MARINERS.

No. 119 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

BUOYAGE OF NORTH CHANNEL ENTRANCE TO THE YANGTZE. ADDITIONS AND ALTERATION.

NOTICE is hereby given that two new Buoys have been established in the North Channel, viz:—

SHAWESHAN BANK BUOY: A 10-foot conical, red Buoy surmounted by a black spherical cage, moored in 23 feet of water, with Drinkwater Point Light-house bearing N. 53° W., distant 7.11 miles.

CHI YAO BANK OUTER BUOY: A 6-foot, conical, red Buoy surmounted by a black, inverted funnel cage, moored in 23 feet of water, with Drinkwater Point Light-house bearing N. 53° W., distant 7.11 miles.

Also that the Drinkwater Point Buoy, bearing N. 53° W., distant 7.11 miles, has been replaced by a red conical buoy surmounted by a black spherical cage.

REMARKS.

According to the latest soundings, the most direct track for vessels of heavy draught entering by the North Channel, is to pass between 1 and 2 cables South of Shawesshan Bank Buoy, and steer so as to bring the Buoy to bear East by the time Shawesshan Light-house bears N.E., then steer for the Drinkwater Point Buoy, passing 1 cable south of it; from which point a course, made good of N. 53° W., passing 3 cables south of Chi-yao Bank Outer Buoy, leads to the mouth of the Yangtze.

All bearing given are magnetic and all depths are for low water of spring tides.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 3rd September, 1900.

PROFESSIONAL NOTICE.

DENTON E. PETERSON, DOCTOR OF DENTAL SURGERY, 9, VICTORIA TERRACE, TIENTSIN.

10, DES VEXE ROAD, CENTRAL, HONGKONG.

D. PETERSON has RESUMED his DENTAL PRACTICE in South China and may be consulted at

10, DES VEXE ROAD, CENTRAL, 1st Floor.

Hours 10 A.M. to Noon, 2 to 5 P.M.

The Doctor is at present in Swatow.

Hongkong, 25th August, 1900.

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for Lessons in Violin, Mandolin and Portuguese Guitar.

For terms, &c., apply to—

ROBINSON PIANO CO.

LANE, CRAWFORD & CO.

Hongkong, 7th September, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

INTIMATIONS.

GOLD MEDAL PARIS 1878-1889.

of Highest Quality and having Greatest Durability are therefore CHEAPEST.

JOSEPH GILLOTT'S

The Only Award Chicago, 1893

Noted for use by Banks

Bureau Pens, 235, 236, 262

Slip Pens, 332, 368, 287, 100, 404, 7000.

In Fine, Medium, and Broad Points

THE NEW TURNED-UP POINT, 1032, 2837

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Five Extinguishing Mains on every floor

CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the Tram Terminus.

Tel. 58.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furniture and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 40 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE."

VICTORIA HOTEL.

SHAMKIN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuisine and best Wines.

The Hotel's Boat board all Steamers on their arrival and departure.

Telegraphic address "VICTORIA, Canton."

A. B. C. and Al Codes used.

MADAM & FARMER. T. F. da CRUZ, Proprietors.

Hongkong, 16th November, 1899.



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

## SCOTCH WHISKY.

- A—THORNE'S BLEND, White Capsule..... \$10.80
- B—WATSON'S GLENORCHY, MELODIOUS BLEND, Blue Capsule, with Name and Trade Mark ..... 10.80
- C—WATSON'S ABELOUR GLENLIVET, Red Capsule, with Name and Trade Mark ..... 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule ..... 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.
- ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.
- D is well known for its fine flavour.
- E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## MARRIAGE.

On the 4th August, at St. Nicholas Church, Chislehurst, by the Rev. J. F. Twist, M.A., Captain JOHN HENRY LLOYD, 1st Bn. King's Own Regiment, son of the late Major J. H. Lloyd, Royal Artillery, to Amy Olivia, second daughter of Sir Thomas Jackson, Hongkong and Shanghai Bank.

## The Daily Press.

HONGKONG, September 11th, 1900

The suggestion that we made a short time ago, that Great Britain should not hesitate to send out to China with full powers the very ablest of her sons, has not lost its force through the current of recent events; rather, we should say, it has been considerably strengthened. We have not a word to say against Sir CLAUDE MACDONALD, but Sir CLAUDE's powers for good have been very seriously compromised by the persistent manner in which all his recommendations have been treated by Lord SALISBURY, who has not hesitated on every occasion, when they contravened the Prime Minister's private views, to set aside the advice of his Minister in defiance of the interested assertions of the Chinese Minister at Portland Place. It is, no new phenomenon, older even than the BURLINGAME Mission itself, that the most reactionary of governments on the face of the earth should desire to find itself represented in London by an agent asserting himself as the friend of the most progressive measures; but it is well to remember that hitherto not only have these declared sentiments borne but little fruit, but in each case have been the actual precursors of some deed even darker than usual. Those in China who had carefully watched the progress of the present Minister, and carefully noted his words when on tour through the provinces, did not fail to sound the warning note; but, as none are so blind as those who do not desire to see, their words passed unheeded by the crowd, who, mistaking wishes for facts, were willing to accept the word of its clever representative these flowery promises of an amendment never intended to go further than mere words. As in the former case of a BURLINGAME these cheap words of world-wide benevolence ended in the massacre of Tientsin and a general uprising, prevented by mere ac-

cident from becoming universal, so in the present the shoddy speeches of the Minister were followed by the most diabolical plot of modern times—aiming at nothing less than the murder of all the Ministers at Peking, and the slaughter of every foreign resident. These facts are not denied even by the would-be perpetrators themselves, and yet in the face of these undeniable facts we find more than one government not only prepared to treat with the actual perpetrators, but desirous of inducing the others to condescend to an equally purposeless act of self-annihilation. Yet perhaps we are wrong in denouncing the proposal as purposeless. Russia is not given to act in this magnanimous manner, unless some set purpose be in view, and we are justified from the past in concluding that the very unseemly surrender which would withdraw from Peking the troops only arrived in time and after severe loss to prevent a horrible massacre was dictated by motives far otherwise than mere benevolence. These are some of the circumstances that show the necessity of a strong and capable representative on the spot, and which require a power of grasp and administration not inferior to what has been shown feasible in Egypt and South Africa. The task in China, even more than in Egypt, is not only one needing a capacity for dealing with the situation as concerns China itself, but is complicated by the very different views exhibited by the European states, and must be attacked by some one with a profound knowledge of the inner workings of European politics. At the moment, it is true, all repudiate, and doubtless conscientiously, the idea of annexation in any shape or form; but unfortunately ideas differ as to what is and what is not to be considered as annexation. So also the modern phrase "sphere of influence" has very different interpretations as rendered by one or the other. It will, however, be on apparently minor topics that most discussions will take place, many of which will be subjects that have to be settled on the moment before time is afforded for reference to Europe. On the whole the task will be one needing not only the local knowledge which residence in China can alone supply, but that infinitely more delicate and shaded perception of future effects only to be acquired from a close and intimate touch with current events and tendencies at the chief centres of political life. It is daily becoming more evident that the Foreign Office has not the necessary grasp of the situation; and has permitted the old traditional fallacies to warp its judgment in the present crisis. Had it any success to show for the past, it might have pleaded its former prestige; but, as a fact, it has been steadily and surely retrograding. What by force of arms, it gained in 1860 by the weakness of its diplomacy it has since lost; and England, as far as her personal influence in China is concerned, at the instant may be said to rank very low among the Powers. The whole course of policy inaugurated by Lord ELGER has been a bitter mistake, and to the persistency with which our Foreign Office has followed his errors must be attributed its present want of success. Only a strong man can inaugurate a new policy; and by a strong man we imply not merely a strong personality, but a man possessed of the weight that position and previous success can give. The situation is serious on the one hand, but on the other the rewards of success are great—sufficiently great to be worthy the ambition of our noblest and wisest.

The City Hall Library and Museum were visited last week by 200 non-Chinese and 50 Chinese, and 22 non-Chinese and 283 Chinese respectively.

During the 48 hours ending at noon yesterday there were reported two fresh cases of plague and two deaths. The total number of cases and deaths last week were four each.

For stealing some brass locks and some copper from the Naval Yard a Chinaman was yesterday sentenced to three months' hard labour. He was trying to creep out by way of the New Reclamation when an Indian constable pounced upon him and found the brass concealed in his trousers.

On Saturday night 12 Chinamen employed on board the *Shansi* absented themselves without leave. The police were informed and succeeded in getting hold of one of the runaways, who was taken before Mr. Hazland yesterday and ordered to be forcibly put on board by the police.

A match for spoons took place on the Kowloon Bowling Green on Saturday, the winners being Messrs. Henderson (skip), W. Des, A. Harvey, and J. Alexander. The odd men next competed for a spoon, which was won by Mr. Ratte. Mr. Evans captained the runners up. Mr. Gillies presented the prizes.

It is a very necessary precaution that anyone taking cattle to Kowloon is obliged to land them at the Police Pier, unless he has authority from the Sanitary Board to do otherwise, so that they can be seen by the officer on duty there. The other day Sergeant Bourley found three men, who turned out to be cattle dealers, attempting to land three cows and a calf between the Brick Factory and the Torpedo Depot. He promptly arrested the three men, and yesterday Mr. Hazland fined them \$3 each.

The only case of communicable disease, other than plague, reported in the Colony last week was one of enteric fever on the *ss. Antillian*, from Cape Town.

A rumour, arising we know not how, was current among the Chinese of Hongkong yesterday to the effect that H. E. Li Hungchang had died at Shanghai.

Messrs. Molders & Co., agents for the Norddeutscher Lloyd, inform us that the steamer *Strassburg*, chartered by the Imperial German Government, left Singapore yesterday p.m., and is expected here on or about Saturday.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
A Patient ..... 2-5  
John Lemm ..... 15

At 5 p.m. yesterday we were informed from the Central Police Station that a strong gale was expected from the East. About 7 o'clock the wind became very high, and a typhoon looked imminent. All the native boats took shelter, but nothing occurred; and at the time when we went to press all was comparatively calm again.

The Telegraph Companies issued the following Express yesterday afternoon:—“Owing to the interruption of one of the Shanghai cables near Woosung there is very considerable delay on telegrams from the North. We expect the restoration of this cable at any moment. A cable has been laid and is now open between Cebu and Weluwei.”

Mr. Rounseville Wildman, U.S. Consul-General, sent yesterday morning the following two typhoon warnings:—“Manila Observatory 2 o'clock p.m. (Sunday). The typhoon is crossing central Luzon, probably between 15th and 17th parallels, and seems moving now W.N.W.”—“Manila Observatory (undated). Typhoon now west of Northern Luzon, direction probably W.N.W. or N.W. Gradients in the rear very steep.” The following third warning reached yesterday afternoon:—“Manila Observatory, 11 o'clock a.m. The typhoon in the China Sea seems to have inclined more to northwards.”

At about half-past two yesterday morning Ng Ki, who keeps a boarding-house at No. 186, Queen's Road West, was awakened by some one knocking against him. On seeing a strange man in his room he at once jumped up, and found that the man had collected two or three jackets and some other articles for carrying away. The boarding-house keeper yelled out “Thieves” and captured his unwelcome visitor just as he was attempting to escape over the verandah, while a Chinese constable who had been attracted by his cries took the man into custody. Later in the day Mr. Hazland sentenced him to three months' hard labour.

Mr. A. Reid, of Messrs. Sheehan, Tones and Co., had an unusual experience on Sunday night. He was riding from Kowloon City and when near Hung Hom a Chinaman threw a stone at his horse, causing it to stumble and fall. Mr. Reid, of course, being thrown. An Indian constable arrested the offender, but before he could get him away the man's mother attacked him, seizing him by the leg with such force that he was thrown to the ground. Ultimately the mother and son were secured and taken before Mr. Hazland yesterday. As Mr. Reid did not appear to give evidence at the time fixed upon, a subpoena ordering him to attend at the Magistracy to-day was issued.

Yesterday morning Mr. Hazland had before him two men, brothers, who, judging from the elaborate manner in which their heads were bandaged, had had a sanguinary encounter. The younger charged the elder with assault. It seems that on Sunday night the elder went to the Police Station at Shamshien and told Inspector Robertson that he had been attacked by seven men and seriously injured. The Inspector, seeing that he was not very much hurt, took his story, whereupon the man reduced the number of his assailants to two, saying that they struck him with their pipes. While he was telling his story his younger brother came in and the other said that this was the man who had injured him. The younger brother was bleeding profusely from a wound in the head, and said that he was the injured party. As he appeared to be the most injured of the two the Inspector took down his charge. At the Magistracy yesterday it was stated that the men had had a quarrel over money matters, but had since arrived at a settlement. His Worship accordingly dismissed the case.

An incident occurred at Tai-Mok-Tsui on Sunday afternoon which goes to show how small a thing may, at the present juncture, lead to a serious riot. An Indian constable observed a packing case which in his opinion was an obstruction to the thoroughfare, and he accordingly ordered the owner to remove it. The owner objected, with the result that high words ensued. The upshot was that the constable attempted to arrest him. By this time a crowd had assembled, and when it was seen that the constable intended to take the man to the Police Station the crowd set upon him and he was rather roughly handled. The constable blew his whistle and a number of police officers came to his assistance, and three arrests were made. Nothing daunted, the crowd, now increased to about 300, commenced to throw stones. They pressed their attack vigorously so that the police were compelled to let go their prisoners. Affairs had now assumed a serious aspect, and in response to a telephone call a strong body of police from Hongkong was sent over. These succeeded in dispersing the crowd and making nine arrests. The men arrested were brought before Mr. Hazland yesterday and remanded until Thursday.

General Dodds, recently appointed Commander-in-Chief of the French forces in Indo-China, was to sail from Marseilles on 28th ult.

The Committee of the Shanghai Club have invited Sir Robert Hart, G.C.M.G., Inspector-General of Customs, to enjoy the amenities of the Club.

The Admiralty have directed that a dock at Clatham is to be placed at the service of the Japanese Government for docking the steamer *Adama*.

A St. Petersburg correspondent states that this year's contingent of recruits for the Russian army and navy amounts to 297,000 men for the whole Empire.

The second class cruiser *Furious*, Captain Francis J. Foley, was, on the 7th August, ordered to be detached from the Channel Squadron, and left the following day for Chatham to refit and complete with stores for foreign service. It is more than probable she will be despatched to China, writes our Portsmouth naval correspondent.

A characteristic anecdote is told of the Commander-in-Chief in South Africa. It seems that Sir Redvers Buller accompanied Lord Roberts one afternoon on a ride to the western part of Pretoria, where a small steppeloose course had been arranged for a weekly paper-chase. Lord Roberts, turning to General Buller, said:—“Come, Buller, let us take the jumps.” “Too old for that, Sir,” replied General Buller. Whereupon the Commander-in-Chief cantered forward and took all the jumps.

The Emperor Francis Joseph has addressed an order to the Chief of the Naval Department expressing his deep sorrow at the death of Captain von Thoman and the three men of his crew who fell in Peking, together with his great satisfaction at the renewed proof given by members of his navy of their self-sacrificing devotion and invincible loyalty. The Emperor desired that his hearty sympathy should be conveyed to the widow of the deceased officer. The names of the three members of the crew are to be communicated to His Majesty as soon as they are ascertained.

An order was last month received at the Royal Arsenal, Woolwich, to despatch 30,000,000 rounds of .303 in. ammunition, together with a large consignment of tent and hospital equipment to China. The small-arm ammunition to be sent out will fit both rifle and machine guns. The tent equipment was originally intended for the Volunteer Mobilisation, but has been diverted to meet the requirements in China. The various ammunition manufacturers in England have been requested to furnish as many .303 holo cartridges as they can possibly turn out. The Naval Department within the Arsenal are also largely engaged in despatching miscellaneous stores to the ships on the China station.

Lieut.-Colonel W. H. Poe, late of the Royal Marines, calls attention in a letter to *The Times* to the services rendered by the Marines guarding the British Legation at Peking, which he seems to think are likely to be lost sight of. In the course of a somewhat long letter, he remarks:—“To judge by a few brief and casual allusions to them which have appeared in the columns of the daily Press these few weeks past, the services of the little garrison—much less the fact that this garrison has been almost entirely Marines—seem likely to be overlooked. With the remembrance of the scant acknowledgment accorded to the Royal Marines who fought at Graysan fresh in my mind—where out of some six officers and 300 men one-third of their number were left on the ground—and with a view if possible to prevent a like injustice being done their comrades in Peking, I venture to draw attention to these latter, feeling assured that when the story of this memorable siege comes to be written the conduct of the Marine garrison, and more particularly that of our own British contingent, will be found to add yet another page to that glorious chapter of deeds of valour which adorn the roll of English history, but which, I regret to say, when performed by the Royal Marines, seldom or never meets with the recognition which is its due.”

The *Debate* publishes a long article by M. Paul Leroy Beaulieu, author of *Le Renouveau de l'Asie*, to which we referred a few days ago, on “The Economic and Financial Future of China.” M. Leroy Beaulieu's thesis is, says the Paris correspondent of the *Times*, that if, in fact, China possesses great possibilities of progress in its as yet relatively undeveloped mines, yet China is not colonisable in any proper sense of the word, for the Chinese people are as practical and energetic as the people of India are indolent and apathetic. M. Paul Leroy Beaulieu affirms that, after all, there are not several Chinas, but one China, and that the Chinese mind is obstinately refractory to direct influence from the West. To wish to divide China into sections is the height of folly. What, then, should be the policy of Europe? M. Paul Leroy Beaulieu's answer is that China must be left to open up its resources in its own way, save for the careful dry-nursing to which it may be submitted by the application of wise financial methods in the process of raising subsequently the war indemnity. The best thing to be done is to make the Chinese capitalists take a hand with European capitalists in all fresh enterprises—in a word, to interest financially the mandarins. When the railway from Peking to Hankow and the Northern Railway are completed, it is likely that the Chinese upper classes will develop a taste for great industrial enterprises. Europe must make up its mind that the rapid exploitation of China is a chimera, and, according to M. Paul Leroy Beaulieu, this fact, by virtue of which China will not become a serious rival of Europe, at least before the end of the next century, is an advantage by which Europe may profit.

The Master's Chess Tournament at Munich last month ended in a tie for the first prize between Messrs. Pillsbury (America), Maroczy (Budapest), and Spielhofer (Vienna). Mr. Burn, of Liverpool, was fourth.

The Postmaster General for New Zealand announces that the Colony joins the Imperial Penny Postage scheme with effect from the 1st January next. The Australian Colonies, therefore, are now the only part of the Empire which remains outside the arrangement.

In the London *Morning Post* of the 3rd ult. appears a notice to the effect that a marriage will take place early in October between Captain J. Hamilton Davidson-Houston, Malay States Guides, eldest son of the late Rev. B. C. Davidson-Houston, of Dublin, and Kathleen, youngest daughter of J. E. Reiss, Esq., of Cassin, Cheshire, and 38, Cadogan Square, W.

The Madrassee who, with a forged cheque, managed to obtain \$70,000 from the Chartered Bank of India, Australia and China at Bombay, as already reported in these columns, was arrested at Byella on the 22nd ult. and sent to Madras for trial. Rs. 25,000 of the stolen property has been recovered. The police have since discovered that there was an accomplice, and another Madrassee has been arrested in the Nizam of Hyderabad's dominions.

Recent observations point to a considerable magnetic disturbance in different parts of Delagoa Bay, the variation at Lorenzo Marques and in English river for the year 1900 being about 23 deg. 15 min. W. while at Timpon Point, Sheffia Island, it is 20 deg. 55 min. and at Gibbon Point, Elephant Island, about 20 deg. only. Observations by swinging at sea off this place also point to the probability of the variation off this part of the coast being less than that given on variation chart by about 1½ deg., but sufficient data has not yet been received to enable the chart to be corrected.

Orders have been issued directing the new twin-screw sloop *Espergle*, which was laid down at Sheerness Dockyard on January 8th last, to be ready for launching in November. The *Espergle* is the first of a new class of sloops designed by Sir W. H. White, Director of Naval Construction, as an improvement on the *Comor* class, and is intended for service abroad. She has been built with a length of 185 feet and a breadth of 33 feet, and will have a displacement of 1,070 tons. It has been decided to equip her with six 4 in. guns, four 3-pounder quick-firing guns, and two machine guns.

This is a resolution which has been received by the Viceroy of India voicing the opinions of the inhabitants of Ajmere, Central India, on the Pasteur treatment: “This public meeting of Hindus and Mahomedans of Ajmere assembled at Shebag has painfully learnt that notwithstanding the opposition of the public at large, a Pasteur Institute has been opened at Kasauli under Government support. Such an institution being the source of wounding the religious feelings of the people of India, it prays the Government to refuse to it either Government patronage or support and to specifically prohibit rivetational experiments, whether for manufacturing the Pasteurian serum or any other bacteriological operations.”

The Queen's Speech on the 8th ult. contained the following reference to the crisis in China:—“The British and other Legations at Peking have been unexpectedly attacked by an insurgent mob, and it is feared that many of their inmates have been murdered. How far Chinese authorities were accomplices in this atrocious crime, and whether the British Minister and his family have been among the victims, are matters that are still in some uncertainty. The utmost efforts will be made by myself and my Allies to visit with worthy punishment the authors of this unexampled crime. I have sent a considerable force of British and Indian troops to assist in protecting the interests of Europeans in that country, and have largely reinforced my squadrons in those waters.” The document was drafted before the receipt of Sir Claude Macdonald's telegram of Aug. 3, which set at rest the doubt expressed as to whether the British Minister and his family have been among the victims.

The *Times* of the 11th ult. summarises the Pretoria telegraphic news thus:—“Telegrams from Pretoria report the discovery there of a Boer conspiracy of a startling character. It appears that a number of the townspeople, in communication with the enemy outside, had arranged to set fire, on the evening of August 7th, to two large houses in the western part of the town, in the hope that troops would be concentrated there for the purpose of extinguishing the flames. In the consequent confusion, the conspirators intended to enter the residences of the superior officers and murder them, and a number of men were to be told off to secure Lord Roberts and carry him to the nearest commando, horses being kept in readiness for this purpose outside the town. It was expected that the support of several hundreds of the Boer residents would be obtained in this scheme. Ten of those directly implicated are in custody, and it is understood that there are five others who are equally involved. All of them had taken the oath of neutrality, the contrivance of which renders the offenders liable to punishment under martial law. The affair has caused a great sensation, and there is a general feeling in the Army that the leniency with which the Boers have hitherto been treated has been grossly abused, and that more severe measures are urgently needed. The conspirators are to be tried by Court-martial.”

The notorious foreign-laborer Hsu Tung was actually in the hands of the foreigners at Peking, and was allowed to escape. His house was within the foreign lines, and he sent to the Italian Minister, Marquis Salvago-Ruggi, asking for a pass to be allowed to go to the Palace. The Marquis Salvago replied that he would be much safer in his own house, as the streets were full of bad characters, and he had better stay at home. He then applied to the French Minister, who gave him a pass. As he was coming out in his chair he was seen by Mr. Robert Bredon, who told the French sentries not to allow him to pass, as he was one of the chiefs of the Boxers, and the sentries replied that he had a permit from M. Pichon, and they could not stop him. He went to the Palace, had an

## TELEGRAMS.

## REUTERS'S SERVICE.

LONDON, 8th September.

## THE EMPEROR WILLIAM AND CHINA.

The Emperor William in a speech while attending the manoeuvres at Sletting said he was convinced that order would be restored in China, and he felt no anxiety for the future, as his plan was bound to succeed.

## AUSTRIA AND JAPAN.

The Emperor of Austria in taking farewell of the battleship *Fuji* complimented the gallantry of the Japanese in China.

## THE POWERS AND CHINA.

The United States Ambassador in Paris telegraphs that France supports Russia.  
THE SOUTH AFRICAN WAR.  
The British have vacated Ladysman.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

Yesterday afternoon the military authorities received a wire from home, ordering the 24th Punjab Infantry to Weihaiwei. They will leave Hongkong as soon as the typhoon has passed.

Yesterday the *Glenfigg* arrived in the harbour, having left London on the 22nd July. She has on board, as we have already announced, a four 40ft. steam pinnace to be used in Chinese waters. She also carries one 47 gun, two 4 in. guns, and four 12-pounders, some field mountings for naval guns, and spare gun gear.

The German transport *H.M. Meier* arrived yesterday from Bremerhaven, bringing some German troops, who were seen about the town in the evening.

A number of French military officers arrived by the *Indus*, including Generals Voyron and Bailoud. Then were too a few French troops on board.

The German gunboat *Luchs* went over to Canton yesterday.

## AUSTRALIANS TO GARRISON TAKU.

We learn that the Australian Naval Brigade, which left here on the 31st ult. in the transport *Salamis*, arrived at Woosung on the 1st inst., where they have been met by the Senior Naval Officer. It is expected that their satisfaction, been at once assigned to a service which, if not all they could have wished, they feel an honour. Vice-Admiral Sir Edward Seymour has deputed the Commandant of the Taku Fort and to

## THE PEITANG.

The N.C.O. of the authority of one of the best of the defenses of the Legations, and the defense of the Peitang, or Baitang, Mission at Peking. There were there Bishop's sister, six or seven priests, some twenty Sisters, and some 2,000 active converts, men, women, and children, with 30 French and 10 Italian guards, only 40 rifles in all. When one of the guards fell his rifle was handed to a native convert. The enemy exploded five mines altogether under the besieged, in one of which some 90 persons, principally women and children, and five Italian guards were killed. The Italian officer was buried in it for three-quarters of an hour, and was got out almost unhurt. After the relief, another large mine was discovered under the church itself, whose explosion would have caused a tremendous loss of life. Electric conductors were found in this mine. The Peitang beat the Legations in one thing, in that the converts succeeded in capturing one of the enemy's guns with its ammunition, and in making ammunition for it when the captured supply came to an end. For two months there was no communication between the Peitang and the Legations, and neither knew how the others were faring. At the end the relations at the Peitang were reduced to two ounces of rice a day, and with a little horse-meat for the fighting men, and if the relief had not come when it did, the majority of the 2,000 converts, the priests and the Sisters must have died of starvation.

## AFTER THE CAPTURE.

The special correspondent of our Shanghai morning contemporary on the 11th ult. sent by field telegraph the following message:—“In the division of Peking amongst the various Powers for administrative purposes, Japan secures the greater part of the north of the wealthy Tartar city. The British sphere is the east of the Chinese city, and the south-west corner of the Tartar city. The Forbidden City is still untouched. There is a deadlock in consequence of the complete absence of Chinese representatives with whom to conduct negotiations. Wang Wen-shao, a suitable man, has fled with the Empress-Dowager. Overtures are expected from the Chinese in a few days. An extraordinary terror has overtaken the people and several cases of whole families committing suicide have taken place.”

## HUI TUNG AND EUROPEAN MERCY.

The notorious foreign-laborer Hsu Tung was actually in the hands of the foreigners at Peking, and was allowed to escape. His house was within the foreign lines, and he sent to the Italian Minister, Marquis Salvago-Ruggi, asking for a pass to be allowed to go to the Palace. The Marquis Salvago replied that he would be much safer in his own house, as the streets were full of bad characters, and he had better stay at home. He then applied to the French Minister, who gave him a pass. As he was coming out in his chair he was seen by Mr. Robert Bredon, who told the French sentries not to allow him to pass, as he was one of the chiefs of the Boxers, and the sentries replied that he had a permit from M. Pichon, and they could not stop him. He went to the Palace, had an



[illegible]







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SPORT AND ANECDOTE.

## BY AN OLD FOGEY.

## OUT OF DOORS IN THE MIDLANDS.

"For downright enjoyment, give me a theatre  
or a music-hall, and you can keep all the bick-  
ering hedgerows and green fields." We were  
a small section of a party of forty or fifty who  
had spent a really happy day in carrying out a  
function known to printers all over the country  
as the waygoose. Other craftsmen have their  
outings and beamfoots and what not, but the  
printer, lucky man, soars into a higher sphere  
and rejoices in an annual waygoose. I say  
lucky man with reason. The custom of an  
annual break in the routine of newspaper work  
is almost as ancient as the profession itself, and  
in these days of "red hot" journalism the com-  
positors may perhaps be considered lucky in  
keeping up the charter inaugurated, one would  
fain believe, by the immortal William Caxton  
himself. It has been my privilege and pleasure  
to attend a good many of these printers' parties,  
and the words quoted at the commencement  
of this paragraph were spoken, apparently  
with all sincerity, by a young journalist  
who used to pride himself more than a little  
upon his cynical utterances. Our party, after  
a glorious long day in the open air, had duly  
arrived at a little country station late in the  
evening tired and dusty only to find that our  
train was half-an-hour late down the line. At  
the village hostelry we had feasted in good old  
English fashion; sentiment and song followed.  
We whiled away the time on the bowling green  
and watched the big yellow harvest moon climb  
over the tops of the tall elms. Ever and anon  
the tinkling notes of a piano and the rush of a  
chorus came floating on the evening air from  
the neighbouring inn-parlour, but outside all  
was deliciously reposeful. (Ah me! I wonder  
if ever another waygoose will come my way.)  
I know nothing more delightful than an hour  
in the gloaming under such conditions. But  
the journey homewards had to be made, and, as  
I have said, there was a wait before us at the  
station, and our little group commenced to  
discuss the rival claims of city life and coun-  
try life. To give our cynical friend his due,  
he possessed a jovial, mercurial, devil-may-  
care temperament, and was ever ready to  
look on the bright side of things. At that  
particular time I doubted the sincerity of his  
remarks, and have many a time since wondered  
whether, now that he is basking in Fortune's  
smiles, he still hankers after the atmosphere  
of the music-hall. Our views were diametrically  
opposed, but I may remark in passing that my  
friend the cynic has since risen from a com-  
paratively obscure position on a provincial news-  
paper to a position of affluence—and some peo-  
ple say power—in the great metropolis. His  
name is—but, wait, of what particular interest  
would a disclosure such as this be to the general  
reader? In those days he used to argue that  
the only politician likely to out Joseph Cham-  
berlain from his position in West Birmingham  
was Henry Labouchere. He gave his reasons.  
What his reasons were will in all probability be  
guessed. Well, he has his city life; I get my  
turn of both city and country, and of the two  
I still prefer the latter. Kennington Oval,  
Lord's, Stamford Bridge, the Strand, and that  
always fascinating thoroughfare, Fleet-st., are  
all good in their way, but when in need of a  
change for a day or two I have to confess to a  
liking for the banks of the Severn or the Avon.

By and by, I suppose, the doing of our foot-  
ball celebrities will claim attention, and with  
eight months of the winter pastime close upon  
us it is perhaps as well to get away from  
Bramall-lane, Roker Park, or Molyneux  
Grounds. We shall have enough and to spare  
of football. In the Midlands there has been a  
most attractive programme of outdoor sports  
offered during the last few weeks to the rambler  
in search of quiet enjoyment, from regattas on  
the Severn to horse-racing on the modern  
course at Castle Bromwich. I may say at  
once that I visited neither, heavy, continuous  
rain keeping me away from the one and a prior  
engagement the other. But I have seen a good  
deal of sport of one kind or another in  
the Midlands. With cricket, athletics, fishing,  
boating and billiards to fill up one's time, with  
a lovely drive or two thrown in, the days have  
passed all too pleasantly. But, at any rate, the  
Bank Holiday attractions tempted me not, and  
to tell the truth there was some pleasure in sit-  
ting down to duties while the crowds were whirling  
hither and thither in delightful confusion.  
Say what you like, there are scores of holiday-  
makers who dearly love a crush at a railway  
station and the wild scamper to the sea-side  
and back. Truly my lines have fallen in pleas-  
ant places of late, for I have looked upon some  
of the best cricket one could wish to see. And  
in between has been sandwiched boating, fishing,  
and driving through some of the fairest scenes.  
I should imagine, eye could look upon. As  
fond of sight-seeing as anyone, whether in one  
Continental capital or another, it is but the  
bare truth to say that for pure, unadulterated  
enjoyment one need never travel beyond our  
own shores if varying cornfields, old-world  
villages, shady lanes, or winding streams and  
waterfalls can be appreciated at their true  
value. Leamington, Warwick, Birmingham,  
Worcester, and Sturport have been the prin-  
cipal spots visited in my rambles around the  
Western-Midlands, and when one looks back  
upon the visit of a week or two it seems remark-  
able what a deal can be seen. Suppose we chat  
of the cricket first.

## OF CRICKET-REVEN.

They have to Arthur Mold in Warwickshire,  
neither have they a Wilfred Rhodes in Worces-  
tershire, but I can say that both counties  
possess some really good batsmen. I am bound  
to have a certain amount of respect for the  
tables of averages so studiously compiled week  
by week showing to a dot just how our leading  
players are progressing, but I do not admire

them very much more than I did the multipli-  
cation tables when a nipper at school. They  
both serve a useful purpose, I suppose, and must  
be regarded as British institutions—one ancient  
more or less, and the other modern. Leaving  
the averages entirely out of the question, I do  
not want to see better batting than that shown  
by Davey, Kinnear, R. E. and H. K. Foster,  
Arnold, Robertson, McGregor, C. B. Fry, and  
Butt. Others there were who played good  
cricket, but I think I have named the chief per-  
formers who came under my own observation.  
Twice within the last few weeks I have been  
looking on when new records appeared quite  
within reach. So brilliantly was Davey batting  
in the Warwickshire-Derbyshire match that it  
seemed quite likely that he would top Prince  
"Ranji's" highest score of the season, while  
a little later Charles Burgess Fry looked all  
over a world's record-maker at Worcester, for  
no one has yet succeeded in making four suc-  
cessive hundreds in first-class cricket. John  
Davey, who has already obtained a fair share of  
fame as captain of the Aston Villa Football Club,  
has no thought, as he afterwards told me in a  
little chat, of going for any record beyond mak-  
ing as many for himself and his side as he  
could, and he got out in jumping over the  
crease to hit a short pitched ball over the  
heads of the crowd in order to complete a score  
of 250. I considered myself a fortunate being  
to be present at such a time. At one period of  
the afternoon, I may mention, the hitting was  
so vigorous that no fewer than 144 runs were  
put on in an hour, and of the number Davey  
claimed one hundred. No one can possibly  
deprive Gilbert Jessop of any of his laurels, but  
I must give it as my opinion that the Aston  
Villa player's innings was one of the very finest  
displays of attractive, scientific batting I have  
ever witnessed. There was no striving after  
any particular stroke; there was no playing to  
the "gallery," his hits were beautifully timed  
and placed with a precision as fascinating as  
rare in an innings of such duration. I do  
love to see a batsman play the game, and in  
saying this I mean that I admire most  
particularly the man who has the necessary  
courage and skill to smash, and wheedle,  
and coax, and tap the balls sent down in  
exemplification of the "off" theory. Two or  
three of the Australian players showed us that  
these deliveries, "going away with the arm,"  
could be hit, and yet there are scores of our first-  
class batsmen who have a holy dread of touch-  
ing one of these balls with the bat. To say all  
I should like to of the Warwickshire profes-  
sional's feat of scoring 246 in about two-and-a-  
half hours, or a little over, would take up too  
much space, perhaps, especially after what the  
sporting pages have already printed. Last year  
at Bourne-mouth he 154 in an hour and a half  
was regarded as one of the most sprightly exhibi-  
tions seen in the north, but he surprised his  
oldest admirers at Edgbaston recently by knock-  
ing the ball in every part of the field without  
making a false or a faulty stroke until he was  
stumped.

## A CHANCE OF A LIFETIME.

When in 1898 C. B. Fry astonished the cricket  
world by worthily filling the gap in the Sussex  
eleven, caused by the temporary retirement of  
Ranji, few could have anticipated that the  
accomplished Oxonian would reach a higher  
niche, and yet to-day it may be doubted whether  
there is a finer batsman in the country on all  
wickets—that is to say, to take the pitches as  
they come. We have fine weather batsmen by  
the score, but the player for me is he who takes  
his chances as they come, and is most courageous  
in a time of need. For some seasons Arthur  
Shrewsbury was head and shoulders over every-  
one, probably, on a variable wicket. He was  
able to suit his play exactly to the state of the  
pitch, and I can readily call to mind a certain  
match against one of the Australian teams where  
he alone was able to offer any prolonged resist-  
ance to the bowling on a wicket, the pace and  
"bite" of which changed every half-hour. We  
have not many Shrewsburies to-day, when all is  
said and done, but I am certainly inclined to  
rank the Sussex player as one of the best  
we have seen for many a day. Being in the  
vicinity, I forgot the rod and line for a day or  
two to get a glimpse of Fry. If we may judge  
from some of his writings in the newspapers,  
he appears to have a rather poor opinion of the  
professional cricketers who outrageously land  
the professional cricketer at the expense of the  
amateur. If there are such they must, I  
suppose, be left to their fate. That there may  
be no burning oil introduced into the "some-  
thing" by way of punishment must be the  
fervent desire of every humiliated scribbler,  
gentle and simple. Whatever we may think of  
his pious opinions, however, we are compelled  
to admire his cricket—not only his cricket,  
either, but his general athletic prowess. Yes;  
Charles B. Fry is a giant in the sporting arena,  
and when he just touched a ball into the hands  
of third slip at Worcester the other day, when  
within four runs of a world's record, I felt  
downright sorry for him. But it was a moment  
when a man would be best left to himself.  
Three times in succession had he played a three-  
figure innings—I do not like the term "century"  
in this connection, but we will let that pass—  
and at the pleasantly situated ground on the  
banks of the silvery Severn he had commenced  
his innings on the Thursday, and played until

the close, had resumed on Friday and batted  
until rain stopped the game, and on the third  
day had held his own on the damaged pitch  
until he had reached 96, when he was dismissed  
by a pretty smart catch. I verily believe every  
man on the ground—and every one of the fair  
ladies, too, for the matter of that—felt keenly  
sorry for the handsome young Briton who had  
striven so gallantly to do what none had done  
before. It was the chance of a lifetime, and how  
great the odds are against it coming to him  
again may be realised to a large extent by the  
reflection that even the incomparable W. G.  
Grace, with all his glorious opportunities, has  
never once accomplished this feat in first-class  
cricket. Indeed, I am doubtful if it has  
ever been recorded in the history of the  
game—first or any other class. After Fry had  
been dismissed all interest in the match had  
gone, and it was not long before I was sitting  
in a roomy flat-bottomed boat under one of the  
weirs on the Severn waiting for the 12-ounce  
roaches that never came. And here my budget  
for the week must close. The story of these  
brilliant failures has been well worth the telling,  
perhaps, and what we saw down the somewhat  
sluggish and reedy river Leam, the winding  
Avon, at Holt Fleet and Stourport on the  
Severn, must be told at another time. The  
public gardens at the fashionable Royal Leam-  
ington Spa simply glowed with colour, and if  
there are prettier spots in the universe than this  
delightfully clean little town, I have yet to  
come across them. But there are other gardens  
besides those thrown open to the public, of  
which I should dearly love to gossip upon. If  
opportunity permits I must certainly return to  
this casual, unmeditated mumble around a few  
beauty spots to be found in Warwickshire and  
Worcestershire. I have been exceptionally  
fortunate in meeting a few genuine sportsmen  
and lovers of nature, and better company than  
these one never need wish. We have not  
caught big baskets of fish, but we have laid in  
an abundant supply of the sweetest and freshest  
of countryside air for winter consumption, and  
one might waste time to a worse purpose.

DAVID CORNAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
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DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
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Extreme Length... 371 feet.  
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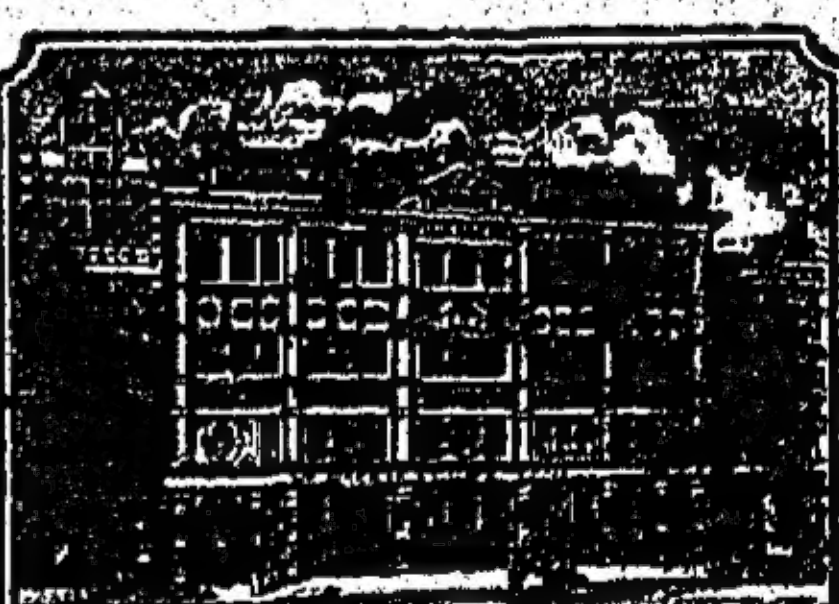
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Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
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execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
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[2350]

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[1503]



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DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUEZ CANAL	ALCIBIA	Brit. str.	—	Telford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
LIVERPOOL DIRECT	HECTOR	Ger. str.	—	Darr	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN VIA PORTS OF CALL	PHOTON	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 20th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
TRIESTE, &c. VIA PORTS OF CALL	CHINA	Aus. str.	—	E. Mayor	SANDER, WIELER & CO.	On 17th inst.
HAVRE & HAMBURG	SIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On 18th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuder	CARLOWITZ & CO.	On or about 30th Oct.
NEW YORK VIA SUEZ CANAL	GENESK	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	AFRIDI	Brit. str.	—	—	DODWELL & CO., LIMITED	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	ORWELL	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 10th Oct.
VICTORIA, B.C. & TACOMA VIA SHANGHAI	OLYMPIA	Brit. str.	—	J. Truebridge	CARLOWITZ & CO.	On 13th inst.
VANCOUVER VIA SHANGHAI &c.	EMPEROR OF JAPAN	Ger. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	Quick despatch.
PORTLAND OREGON	SKIRTSNO	Brit. str.	—	J. Kennedy	T. M. STEVENS & CO.	On 20th Oct.
PORTLAND OREGON, &c.	MONKOFURTHRE	Brit. str.	—	—	DODWELL & CO., LIMITED	On 18th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Aus. str.	—	—	PACIFIC MAIL S. S. CO.	On 18th inst.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	—	OTO KISEN KAISHA	To-morrow, at Daylight.
SAN FRANCISCO VIA NAGASAKI, &c.	GALIC	Brit. str.	—	—	O. & O. S. S. CO.	On 27th inst., at Noon.
SAN DIEGO, &c. VIA SHANGHAI, &c.	BERGENHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst., at Noon.
AUSTRALIAN PORTS	TATUAN	Brit. str.	—	Nelson	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
YOKOHAMA & KOBÉ	MARQUIS BACQUEHEM	Aus. str.	—	A. Bilalfer	SANDER, WIELER & CO.	On 28th inst., at 4 p.m.
YOKOHAMA, VIA NAGASAKI & KOBÉ	ROSETTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
SHANGHAI	SHANG	Brit. str.	—	Carnaghan	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI & KOBÉ	LYEEMOON	Brit. str.	—	G. Heuermann	SIEMSEN & CO.	To-morrow, at 5 p.m.
SHANGHAI	TRIESTEIN	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	BENGAL	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	MELPOMENE	Aus. str.	—	C. Matovich	SANDER, WIELER & CO.	On 13th inst., at 4 p.m.
SWATOW, AMOY & FOOCHEW	HAIHING	Brit. str.	—	T. Ogata	DODWELL & CO., LIMITED	To-day, at 11 a.m.
SWATOW, AMOY & TAMSUI	MAHURAT MARU	Jap. str.	—	S. Asumi	MITSUBI BUREAU KAISHA	On 16th inst., at Daylight.
SWATOW, AMOY & TAIWANPOO	ANING MARU	Jap. str.	—	S. Asumi	MITSUBI BUREAU KAISHA	On 16th inst., at Daylight.
MANILA DIRECT	EMERALDA	Brit. str.	—	Geo. T. Blackland	SHEWAN, TOMES & CO.	To-morrow, at 5 p.m.
MANILA	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On 14th inst., at 4 p.m.
MANILA	TATUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
SINGAPORE, PENANG & BOMBAY	BISAGNO	Ital. str.	—	Magnazini	CARLOWITZ & CO.	To-day, at Noon.
HONGKONG, VIA SINGAPORE & COLOMBO	HIBOSHIMA MARU	Jap. str.	—	P. Yoshizawa	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	Cox	JARDINE, MATHESON & CO.	On 13th inst., at 4 p.m.

## SHIPPING.

**ARRIVALS.**  
Sept. 9, FAUSANO, British str., 1,410, S. A. Mitchell, Hong Kong 7th September, Coal.  
Sept. 9, KINGSDON, British str., 1,231, W. O. M. Young, Moji 4th September, Coal.  
Sept. 9, CHILLY, British str., 1,058, Newcomb, Shanghai 8th Sept., General.—BUTTERFIELD & SWIRE.  
Sept. 10, H. H. MEIER, German transport, 3,250, Formos, Bremerhaven 4th August and Singapore 4th September.  
Sept. 10, INDUS, French str., 2,331, Duchateau, Marseilles 7th August and Saigon 7th September, Mail and General.—MESSAGERS MARITIMES.  
Sept. 10, GLENGLIE, British str., 2,300, H. Hill, London 22nd July and Singapore 4th September, General.—MCGREGOR, BROS. & CO.  
Sept. 10, GLENGLIE, British steamer, 2,200, Wm. Frakes, Tacoma 8th Aug., General.—DODWELL & CO., LTD.  
Sept. 10, LOONGSANG, British str., 1,002, G. S. Weigall, Manila, 6th Sept., General.—JARDINE, MATHESON & CO.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE, 10th September.  
Kura, British str., for Moji.  
Sierra Estrella, British ship, for Callao.  
Hoiching, British str., for Swatow.  
Kwangle, British str., for Canton.

## DEPARTURES.

Sept. 7, LUCHS, German gunboat, for Canton.  
Sept. 10, YARBA, French str., for Europe.  
Sept. 10, KWANGLE, British str., for Canton.

## VESSELS IN DOCK.

AMERICAN DOCK.—U.S.S. Monterey, Argus, Loongmaon, Olympia, Kong Beng, Tai On, Pakshan, Kongnam, U.S.S. Meade.  
COSMOPOLITAN DOCK.—Stanfield.

## SHIPPING REPORTS.

The British steamer *Chilli*, from Shanghai 6th Sept., had moderate northerly gales.  
The British steamer *Kingsdon*, from Moji 4th Sept., had fine weather and moderate S.W. winds to Odessa; thence strong N.E. wind and high sea.  
The British steamer *Loongsang*, from Manila 6th Sept., had strong N.W. wind and rough sea; approaching Hongkong wind veered to the N.E., leaving a moderate gale with a high sea. Passat steamer *Meimur*, bound to Manila, in lat. 18° 15' N., long. 116° 50' E., 374 miles off.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOOCHEW.  
THE Company's Steamship.  
"HAIHING."  
Captain Hall, will be despatched for the above ports TO-DAY, the 11th inst., at 11 a.m.  
For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers, Hongkong, 10th September, 1900. [2383]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).  
STEAM FOR SINGAPORE, PENANG AND BOMBAY.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS via CALLAO.  
Taking Cargo at through rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.  
THE Steamship.  
"BISAGNO."  
Captain Magnazini, will be despatched as above TO-DAY, the 11th inst., at Noon.  
At Bombay the steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents, Hongkong, 5th September, 1900. [17]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.  
THE Company's Steamship.

"SHANSI."  
Captain Carnaghan, will be despatched as above TO-MORROW, the 12th inst., at Daylight.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 10th September, 1900. [2382]

FOR SHANGHAI.  
THE Steamship.

"LYEEMOON."  
Captain G. Heuermann, will be despatched for the above port TO-MORROW, the 12th inst., at 5 p.m.  
This steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to SIEMSEN & CO., Hongkong, 8th September, 1900. [2380]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.  
THE Company's Steamship.

"ESMERALDA."  
Captain Geo. T. Blackland, will be despatched as above TO-MORROW, the 12th inst., at 5 p.m.  
This steamer has superior accommodation for Passengers and is fitted with the Electric Light.  
A doctor is carried.  
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 3rd September, 1900. [2361]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.  
THE Company's Steamship.

"MELPOMENE."  
Captain C. Matovich, will leave for the above place on THURSDAY, 13th inst., at 4 p.m.  
For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Hongkong, 8th September, 1900. [16]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship.

"PARRAMATTA."  
Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this office on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.  
Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 3rd September, 1900. [1]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.  
THE Steamship.

"GLENESK."  
will be despatched for the above port on or about 15th September, 1900.  
To be followed by Steamship "ANAPA" about 15th October.  
For Freight, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 20th August, 1900. [2223]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
HIROSHIMA MARU ..... BOMBAY, SINGAPORE and CO. THURSDAY, 13th Sept., at Noon.  
S. Yoshizawa ..... LOMBO

YAWATA MARU ..... NAGASAKI, KOBÉ and YOKO THURSDAY, 20th Sept., at Noon.  
A. E. Moses ..... HAMA

KAWACHI MARU ..... MARSEILLES, LONDON, and FRIDAY, 21st Sept., at Daylight.  
J. S. Thompson ..... ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID

SHINANO MARU ..... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE. FRIDAY, 28th Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 4th September, 1900. [12]

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
"EMPEROR OF JAPAN" Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 20th Sept., 1900  
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar Street. Hongkong, 30th August, 1900. [9]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD

(FREIGHT SERVICE). (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, PORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
SIBERIA ..... HAVRE & HAMBURG On 18th Freight and  
Capt. Braun ..... (London with transhipment in Hamburg) September Passage.  
SAXONIA ..... HAVRE & HAMBURG About 2nd Freight.  
Capt. Jager ..... (London with transhipment in Hamburg) October  
ASTORIA ..... NEW YORK VIA SUEZ CANAL About 10th Freight.  
Capt. Hildebrandt ..... October  
BAMBERG ..... HAVRE & HAMBURG About 21st Freight.  
Capt. Jacobs ..... (London with transhipment in Hamburg) October  
KONIGSBERG ..... HAVRE & HAMBURG About 30th Freight and  
Capt. Schuder ..... (London with transhipment in Hamburg) October Passage.  
\*These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST

Hongkong, 10th September, 1900. [13]

## VESSELS ON THE BERTH

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
PREUSSEN	WEDNESDAY	20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KIAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901.

ON THURSDAY, the 20th day of September, 1900, at Noon, the Steamship "PREUSSEN," of the Norddeutscher Lloyd, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 18th September. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 19th September, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 7th September, 1900.

[8]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI & KOBÉ. TRIESTEIN. { About 13th Sept. } Freight.

LONDON &c. { PARRAMATTA. { Noon, 15th Sept. } See Special Advertisement.

SHANGHAI { BENGAL. { About 15th Sept. } Freight or Passage.

YOKOHAMA VIA NA. { ROSETTA. { About 15th Sept. } (Passing through the Inland Sea.) Freight or Passage.

LONDON { SHANGHAI. { About 20th Sept. } Freight or Passage.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th September, 1900. [1]

## NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,337	J. Truebridge	Sept. 13	MONSIEUR	2,872	J. Kennedy	Oct. 20
GLENGLIE	3,750	W. Frakes	Sept. 18				
QUEEN ADELAIDE	2,332	F. McNair	Sept. 29				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG to NEW YORK, &c.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG to VICTORIA, TACOMA, or PORTLAND, &c.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our







